tions in the western portions of the States of Kentucky and Tennessee, there were none suitable for this purpose in the eastern and northeastern portions of those States. Thus, there was a railroad which ran from Columbus, in Kentucky, on the Mississippi River, to Corinth, in the northern part of the State of Mississippi; another from Louisville, Kentucky, to Nashville, Tennessee; another ran almost due south from Nashville to Decatur, Alabama, and yet another ran southeastward from Nashville to Stevenson, Alabama; while the Memphis and Charleston railroad ran in a direction generally eastward, from Memphis, through Decatur and Stevenson, to Chattanooga. From Chattanooga, the East Tennessee and Georgia railroad ran northeastwardly through Knoxville, Tennessee, to Lynchburg, Virginia, thus connecting Virginia with the Gulf States. But there were no railroads running from Louisville or Cincinnati southeastward into East Tennessee, nor did any rivers, capable of being utilised by an invading army, intersect that region. East Tennessee, whose people, as we have said before, were devoted to the Union cause, was thus most unfortunately situated. Confederate troops could be thrown into it, by means of the East Tennessee and Georgia rail-

road, either from Virginia or from the Gulf States, while any Federal army moving upon it from the Ohio Eiver would have to rely for the transporta-
tion of its supplies beyond Lebanon, Kentucky, upon the country roads, which in winter are wellnigh im-
passable, without any assistance from either railroads or rivers. And for a large part of this distance no